

RAILROAD NEWS FROM ALL POINTS

Chesapeake and Ohio General Passenger Agent's Office Established in This City.

ROOMS IN MUTUAL BUILDING

Work On Tidewater Retarded By Bad Weather — Trackage Agreement On Freight.



JOHN D. POTTS, General Passenger Agent of C. & O. Railway.

Mr. John D. Potts, appointed general passenger agent of the Chesapeake and Ohio Railway, to succeed Mr. H. W. Fuller, who has been made passenger traffic manager of the system, reached Richmond yesterday morning to establish his headquarters here. Mr. Potts and his corps of assistants and clerks were busy all day transferring the passenger department offices from the Chesapeake and Ohio building, at Eighth and Main Streets, to rooms on the third floor of the Mutual building. The passenger department now has three large rooms on that floor, and they will be occupied by Mr. Potts, Mr. W. S. Bronson, assistant general passenger agent, and Mr. W. C. Warthen, the district passenger agent. These offices will employ a corps of clerks and stenographers, numbering ten or a dozen. The ticket office will remain at Eighth and Main Streets.

The career of the new general passenger agent has been one of continual advancement in railway work. He was born in Petersburg in 1858, and began his railway work in 1874 with the Richmond and Danville, for which road he worked nine years as telegraph operator. From 1884 to 1885 he was traveling passenger agent of the East Tennessee, Virginia and Georgia, and from 1885 to 1886 ticket and passenger agent of the Chesapeake and Ohio at Louisville, Ky. In 1886, he was appointed traveling passenger agent of the Ohio and Mississippi at Knoxville, Tenn., and held that position for two years. In 1888 he returned to the Chesapeake and Ohio as division passenger agent, with office in this city, and in April, 1895, was made assistant general passenger agent at the same point. In June, 1902, he was transferred to Cincinnati, O., as assistant general passenger agent, which position he held until his recent promotion.

Work on the Tidewater, or Virginia Railway, in the Southside counties has been greatly retarded for the past two months by rainy weather. The large forces at work in Lunenburg county have been kept in their camps more than half the time since the 1st of April because of the unfavorable weather. Now that the summer has really come, the work will be pushed with renewed vigor. It is estimated that the Seaboard will be able to occupy its former quarters at 8 and 10 South Ninth Street.

THE FOUR SEVENS.
The Old Dominion Steamship Company and the Virginia Navigation Company are running a big hand on the James during this exposition period. They call it the "four sevens." The steamer Pocahontas and the steamer Hampton Roads sail every morning at 7 o'clock, one from Norfolk and the other from Richmond. All these steamers land at the Exposition Grounds, and since the opening of the big show there has been going there crowded with people.

One New Charter.
The State Corporation Commission has issued a charter to the Farmers and Merchants' Trust Company, a corporation of Fauquier County (Incorporated), Warrenton, J. B. Beverley, president; T. C. Piche, first vice-president; J. L. Childs, second vice-president; L. D. Passano, Jr., secretary; H. C. Groome, treasurer—all of Fauquier County. No capital stock.

Leonard's Railway News says President Pinley, of the Southern Railway, is keeping up with his individual campaign of education among the Southern people. His speeches are well worth reading, and they are doing a power of good. But they should be read by every voter from Washington to Birmingham. The truths they contain are well worth preserving, particularly to the country people of the South.

The syndicate which underwrote last

S.S.S. NATURE'S TONIC

Every one should take a tonic in the Spring; their systems require it. The blood has become thick and sluggish with the accumulations left in the system from the inactive, indoor life and from the heavy, rich foods of the Winter season. The blood, being in this unnatural and disordered condition, is unable to furnish the body with the increased amount of nourishment necessary for the more energetic life of Spring and Summer, and the system suffers from debility, weakness, nervousness, indigestion, loss of appetite, and many other unpleasant symptoms of a disordered blood circulation. When the system is in this run-down and disordered condition it is not safe to take unknown concoctions, sarsaparillas, compounds, etc., because they usually contain potash or some other equally strong and harmful mineral ingredient, which acts unfavorably and often dangerously on the depleted, weakened system at a time when it needs gentle and natural stimulation to throw off the impurities and recuperate its lost energy. S. S. S. is appropriately called Nature's tonic. It is made entirely of roots, herbs and barks from the great storehouse of forest and field, selected for their purifying and health-restoring qualities, and as it does not contain the slightest trace of mineral in any form it is perfectly safe for young or old. S. S. S. acts directly on the blood, ridding it of all impurities and poisons, and restoring the lost properties of rich, nutritive strength so that it is able to supply the system with the healthful, invigorating energy needed to pass the trying season of the year. Its action is the most pleasant, prompt and satisfactory of any tonic, and those who feel the need of such a medicine will do well to commence the use of S. S. S. at once. S. S. S. restores lost energy, relieves the tired, worn-out feeling, helps the appetite, aids digestion, and adds tone and vigor to the system. **THE SWIFT SPECIFIC CO., ATLANTA, GA.**

*We've Pressed the Button,
.... You'll Do the Rest.*

\$15. \$16.50 \$18.

**Hand-Tailored
Men's and Youths' Suits,**

Nine

\$9.75

Seventy-five.

The above announcement, when over our signature, means truth and nothing but the truth. This is just one of the many lots bought of manufacturers who found themselves overstocked on account of cool and wet spring. You get in on the ground floor because we want quick action. Our west window contains samples of this sale.

Jacobs & Levy.

year \$5,000,000 divisional first lien and general mortgage 4 per cent. bonds of the Norfolk and Western Railway has been dissolved and the unsold bonds have been distributed among the syndicate members.

**PIZZINI TO MAKE
HOME IN NEW YORK**

Sells Controlling Interest in Electric Construction Company to Mr. Hutchings.

After negotiations lasting nearly two weeks Mr. Andrew Pizzini, Jr., has sold to Mr. George B. Hutchings all of his stock in the Electric Construction Company of Virginia. Mr. Pizzini owned very nearly all the stock, which has now been passed over to Mr. Hutchings, and at a formal meeting of the stockholders held yesterday afternoon in the Mutual Building Mr. Hutchings was elected president of the company.

Mr. Pizzini organized the company here in 1893, and an extensive business has been built up, the company having taken and filled contracts for the erection of electric plants all over the South.

Mr. J. C. Herbert, who has had charge of the sales department, and Mr. D. C. Anderson, who for eight years has been the superintendent of the construction department, will remain with the company in their respective positions.

Mr. Pizzini will retire from the business, and will probably leave Richmond, to make his home in New York. The company will continue to occupy its former quarters at 8 and 10 South Ninth Street.

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**EIGHT MEN INJURED
BY FALLING BRIDGE**

CHATTANOOGA, TENN., June 17.—Eight men were hurt, two seriously, by the partial falling of a bridge under construction on the Stevenson extension of the Southern system this morning. The structure was to span Battle Creek, near South Pittsburg, Tenn. The bridge collapsed, and a girder fell, the locomotive remaining on the track. Foreman A. B. Smith and Timekeeper A. W. Dunbar were injured. The others hurt were negroes.

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**MADE FIRST TRIP
OVER NEW RAILWAY**

Officials on Tour of Inspection Find Work Has Been Well Done.

CARS SOON TO BE RUNNING

Inspectors Viewed Number of Sites Suggested for Stations, Made No Announcement.

The track of the Richmond and Chesapeake Bay Railway has been completed from this city to Ashland, and a test trip has been made over the newly-laid rails, experts pronouncing the entire work, so far as it has been finished, well done.

Vice-President Henry W. Anderson, General Manager William Northrop and Chief Engineer J. C. Schuch, of the Richmond and Chesapeake Bay Road, and Superintendent S. W. Huff and several other officials of the Virginia Passenger and Power Company, left the city a little after 8 o'clock yesterday afternoon to make the first trip by the new line to Ashland. They rigged up a dirt-hauling flat car and had attached to it a steam engine, which had been used in the construction work. After supplying the flat with chairs, they were made fairly comfortable, but not altogether as easy as if they had had a Pullman or their disposal. However, they were on an inspection tour, and wanted an open car, which they certainly had in the dirt-hauler.

Sites For Stations.
The trip was on a weekly schedule and frequent stops were made in order that the party might thoroughly inspect the work. The officials found the track well laid and the running was comparatively smooth. The ballasting has not been finished yet, but a large force of hands are taking advantage of the improved weather conditions to push it to completion in a few days more. The force are at work erecting the poles for the heavy electric wire for the trolley, and they will soon be followed by the wire stringers.

The inspectors viewed a number of suggested and proposed sites for stations between here and Ashland, but if they decided definitely upon any of them they would not say so on their return to the city.

With the continuance of this weather the entire work can be completed in a little more than two weeks, and then the four splendid cars which are in waiting will be placed on the track, and the trolley will be ready to go to Ashland will be an accomplished fact.

**BRONSON HOWARD'S
A CAD, SAYS WIFE**

Latter Confesses Home and Prepares to Sue Him for Divorce.

The New York Herald printed the following yesterday:

Mrs. George F. Bronson Howard returned from Europe yesterday to obtain a divorce from her husband, a novelist and magazine writer, on the ground that he used all his face powder and allowed himself to be called a cad, a coward and a liar without offering to fight. Mrs. Howard, who is called "Baby Nose," is the most beautiful girl in Virginia, was married to the novelist February 27th last in the Little Church Around the Corner.

The couple had a very happy marriage, and the Ettrick yesterday morning arriving two days after her husband. As soon as she had read an interview given out by Howard on his arrival she carefully read her husband's account of her husband, and in her apartments, at No. 70 West Forty-sixth Street, she spent most of yesterday afternoon expelling them.

The very idea of Mr. Howard's saying "I love you" money extravagantly, said Mrs. Howard. "Why, I sat in my apartments in a common little hotel in England evenings darning his socks. Money? Why, he made me a cad, and when I told him he gave me and that wasn't much!"

According to his young wife, Howard has earned the title of the "human brainstorm."

Calks His Temper 'Awful.'
"That man's temper was something awful," she continued. "The row that resulted in my leaving arose when he said to me, 'I am a cad, a coward and a liar.' At such slight things he would foam, his eyes turn glassy and his muscles set like stone. Ugh! he was terrible when he was that way."

"I have to grit my teeth like that to keep from choking you," he would assure me in the most cheerful manner.

"Once I inadvertently gave my purse with half a guinea in it to a friend and Mr. Howard chased me into a corner behind a sofa, jumped on the sofa and held me down when I tried to get away. Mrs. Mendelssohn, who runs the bath and Cheltenham Hotel at Paddington, Mr. Howard told her he bruised me in showing his affection for me. One night he flew into an awful passion and wouldn't go to the theatre and I did not have a safety pin handy."

"Every night my husband would spend a long time beautifying himself. He used three kinds of hair tonic, had his face massaged, carefully powdered his face and brushed his hair. One day a friend of mine asked him if he did not want some of her rouge and that made him angry."

This romance, which began so suddenly in Baltimore, last February, lasted but a few hours, according to Mrs. Howard.

"On our way to England he began to have these paroxysms of anger," she said. "Not long after he told me that it had been a long time since he had been with me and another girl, and that I won the toss, for which he was sorry."

"This is what I deserve for marrying beneath me," he told me. When I was ill from peritonitis I asked him for £10. He gave me a check and then stopped payment on it. He had little money, and he wanted me to go on the stage and make money for him. He said he wanted me to turn to cook and keep house, so he could make money enough for his sister's debut.

"And that wasn't all. He talked in his sleep horribly and used to tell

Excursion

To Nova Scotia, Cape Breton, Prince Edward Island and Newfoundland.

Via Plant Line Steamship.

Apply to S. H. BOWMAN, 808 E. Main Street.

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THE CIGARETTE OF QUALITY

2 Coupons in Each Package!

Coupons also Redeemable for Valuable Presents

Premium Department

AMERICAN TOBACCO CO.

JERSEY CITY, N. J. ST. LOUIS, MO.

how he had had a man crucified in the Philippines, with all the terrible details. I told him to see a physician about it, and a practitioner told him his night terrors were due to his heavy brain work. My husband said he couldn't help lying home, because all great writers did that."

Concerning the part played in the separation by Miss Schuch, or Mrs. Wilson, a schoolmate of Mrs. Howard in Norfolk, and now a resident of England, Mrs. Howard said her old friend had nothing to do with it.

"I could charge everything truthfully, for that man has but one redeeming trait—he always has been good to his brother and sister."

"It is true that he rescued you from a fire in Baltimore?"

"That charge will you make in your petition?" she was asked.

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Railroads.

Southern Railway

TRAINS LEAVE RICHMOND.

N. D.—Following schedule begins published only as information, and are not guaranteed.

1:00 A. M.—Daily—Local for Charlottesville, connecting at Keyville for Chesapeake and Clarksville.

11:15 A. M.—Daily—Limited—Thru Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga, and all the South, through coach for Chesapeake City, Norfolk, Norfolk and Raleigh.

6:00 P. M.—Ex. Sunday—Keyville Local.

11:30 P. M.—Daily—Limited—Thru Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga, and all the South, through coach for Chesapeake City, Norfolk, Norfolk and Raleigh.

4:30 P. M.—Daily—Limited—To West Point—Connecting for Baltimore.

2:15 P. M.—Ex. Sunday.

1:45 P. M.—Ex. Sunday—Local to West Point.

TRAINS ARRIVE RICHMOND.

6:55 A. M.—8:40 P. M.—From all the South.

4:10 P. M.—From Chesapeake, Durham, Chesapeake City, and local stations.

8:40 A. M.—From Keyville—Local.

9:30 P. M.—From Baltimore and West Point.

10:45 A. M.—5:15 P. M.—Local from West Point.

C. W. WESTBURY, D. P. A., 920 E. Main Street, Richmond, Va.

R. F. & P. RICHMOND

FREDERICKSBURG & POTOMAC R.R.

TRAINS LEAVE RICHMOND—NORTHWARD.

5:35 A. M.—Daily—Byrd St. Through.

7:00 A. M.—Daily—Byrd St. Through.

7:30 A. M.—Week Days—Elba, Ashland Accommodation.

8:40 A. M.—Daily—Byrd St. Through.

11:40 A. M.—Week Days—Elba, Ashland Accommodation.

12:01 noon—Week Days—Byrd St. Through.

4:00 P. M.—Week Days—Byrd St. Through.

5:45 P. M.—Daily—Byrd St. Through.

6:30 P. M.—Week Days—Elba, Ashland Accommodation.

8:15 P. M.—Daily—Byrd St. Through.

8:20 P. M.—Daily—Byrd St. Through.

TRAINS ARRIVE RICHMOND—SOUTHWARD.

6:30 A. M.—Week Days—Elba, Ashland Accommodation.

7:50 A. M.—Daily—Byrd St. Through.

8:25 A. M.—Week Days—Byrd St. Through.

10:35 A. M.—Daily—Byrd St. Through.

10:40 A. M.—Week Days—Elba, Ashland Accommodation.

12:20 P. M.—Daily—Main St. Through.

2:45 P. M.—Daily—Byrd St. Through.

5:40 P. M.—Daily—Byrd St. Through.

7:15 P. M.—Daily—Byrd St. Through.

9:00 P. M.—Daily—Byrd St. Through.

Local stops.

9:15 P. M.—Daily—Main St. Through.

NOTICE.—Passenger cars are on all above trains, except local accommodations.

Time of arrivals and departures and connections not guaranteed.

C. W. CULP, W. P. TAYLOR, Gen'l Supt. Traf. Mgr.

Chesapeake & Ohio Railway

CINCINNATI, INDIANAPOLIS, ST. LOUIS, CHICAGO, LOUISVILLE, NASHVILLE, MEMPHIS, KANSAS CITY, ST. PAUL, MINNEAPOLIS, PORTLAND, SEASIDE, SAN FRANCISCO, LOS ANGELES, SAN DIEGO, SAN JOSE, OAKLAND, SACRAMENTO, STOCKTON, FRESNO, SALT LAKE CITY, DENVER, COLORADO SPRING, BOULDER, GRAND RAPIDS, LANSING, DETROIT, MILWAUKEE, CHICAGO, ST. LOUIS, KANSAS CITY, INDIANAPOLIS, CINCINNATI, CLEVELAND, COLUMBUS, DAYTON, PITTSBURGH, PHILADELPHIA, BALTIMORE, WASHINGTON, RICHMOND, NORFOLK, NEW YORK, BOSTON, PHOENIX, PORTLAND, SEASIDE, SAN FRANCISCO, LOS ANGELES, SAN DIEGO, SAN JOSE, OAKLAND, SACRAMENTO, STOCKTON, FRESNO, SALT LAKE CITY, DENVER, COLORADO SPRING, BOULDER, GRAND RAPIDS, LANSING, DETROIT, MILWAUKEE, CHICAGO, ST. LOUIS, KANSAS CITY, INDIANAPOLIS, CINCINNATI, CLEVELAND, COLUMBUS, DAYTON, PITTSBURGH, PHILADELPHIA, BALTIMORE, WASHINGTON, RICHMOND, NORFOLK, NEW YORK, BOSTON, PHOENIX, PORTLAND, SEASIDE, SAN FRANCISCO, LOS ANGELES, SAN DIEGO, SAN JOSE, OAKLAND, SACRAMENTO, STOCKTON, FRESNO, SALT LAKE CITY, DENVER, COLORADO SPRING, BOULDER, GRAND RAPIDS, LANSING, DETROIT, MILWAUKEE, CHICAGO, ST. LOUIS, KANSAS CITY, INDIANAPOLIS, CINCINNATI, CLEVELAND, COLUMBUS, DAYTON, PITTSBURGH, PHILADELPHIA, BALTIMORE, WASHINGTON, RICHMOND, NORFOLK, NEW YORK, BOSTON, PHOENIX, PORTLAND, SEASIDE, SAN FRANCISCO, LOS ANGELES, SAN DIEGO, SAN JOSE, OAKLAND, SACRAMENTO, STOCKTON, FRESNO, SALT LAKE CITY, DENVER, COLORADO SPRING, BOULDER, GRAND RAPIDS, LANSING, DETROIT, MILWAUKEE, CHICAGO, ST. LOUIS, KANSAS CITY, INDIANAPOLIS, CINCINNATI, CLEVELAND, COLUMBUS, DAYTON, PITTSBURGH, PHILADELPHIA, BALTIMORE, WASHINGTON, RICHMOND, NORFOLK, NEW YORK, BOSTON, PHOENIX, PORTLAND, SEASIDE, SAN FRANCISCO, LOS ANGELES, SAN DIEGO, SAN JOSE, OAKLAND, SACRAMENTO, STOCKTON, FRESNO, SALT LAKE CITY, DENVER, COLORADO SPRING, BOULDER, GRAND RAPIDS, LANSING, DETROIT, MILWAUKEE, CHICAGO, ST. LOUIS, KANSAS CITY, INDIANAPOLIS, CINCINNATI, CLEVELAND, COLUMBUS, DAYTON, PITTSBURGH, PHILADELPHIA, BALTIMORE, WASHINGTON, RICHMOND, NORFOLK, NEW YORK, BOSTON, PHOENIX, PORTLAND, SEASIDE, SAN FRANCISCO, LOS ANGELES, SAN DIEGO, SAN JOSE, OAKLAND, SACRAMENTO, STOCKTON, FRESNO, SALT LAKE CITY, DENVER, COLORADO SPRING, BOULDER, GRAND RAPIDS, LANSING, DETROIT, MILWAUKEE, CHICAGO, ST. LOUIS, KANSAS CITY, INDIANAPOLIS, CINCINNATI, CLEVELAND, COLUMBUS, DAYTON, PITTSBURGH, PHILADELPHIA, BALTIMORE, WASHINGTON, RICHMOND, NORFOLK, NEW YORK, BOSTON, PHOENIX, PORTLAND, SEASIDE, SAN FRANCISCO, LOS ANGELES, SAN DIEGO, SAN JOSE, OAKLAND, SACRAMENTO, STOCKTON, FRESNO, SALT LAKE CITY, DENVER, COLORADO SPRING, BOULDER, GRAND RAPIDS, LANSING, DETROIT, MILWAUKEE, CHICAGO, ST. LOUIS, KANSAS CITY, INDIANAPOLIS, CINCINNATI, CLEVELAND, COLUMBUS, DAYTON, PITTSBURGH, PHILADELPHIA, BALTIMORE, WASHINGTON, RICHMOND, NORFOLK, NEW YORK, BOSTON, PHOENIX, PORTLAND, SEASIDE, SAN FRANCISCO, LOS ANGELES, SAN DIEGO, SAN JOSE, OAKLAND, SACRAMENTO, STOCKTON, FRESNO, SALT LAKE CITY, DENVER, COLORADO SPRING, BOULDER, GRAND RAPIDS, LANSING, DETROIT, MILWAUKEE, CHICAGO, ST. LOUIS, KANSAS CITY, INDIANAPOLIS, CINCINNATI, CLEVELAND, COLUMBUS, DAYTON, PITTSBURGH, PHILADELPHIA, BALTIMORE, WASHINGTON, RICHMOND, NORFOLK, NEW YORK, BOSTON, PHOENIX, PORTLAND, SEASIDE, SAN FRANCISCO, LOS ANGELES, SAN DIEGO, SAN JOSE, OAKLAND, SACRAMENTO, STOCKTON, FRESNO, SALT LAKE CITY, DENVER, COLORADO SPRING, BOULDER, GRAND RAPIDS, LANSING, DETROIT, MILWAUKEE, CHICAGO, ST. LOUIS, KANSAS CITY, INDIANAPOLIS, CINCINNATI, CLEVELAND, COLUMBUS, DAYTON, PITTSBURGH, PHILADELPHIA, BALTIMORE, WASHINGTON, RICHMOND, NORFOLK, NEW YORK, BOSTON, PHOENIX, PORTLAND, SEASIDE, SAN FRANCISCO, LOS ANGELES, SAN DIEGO, SAN JOSE, OAKLAND, SACRAMENTO, STOCKTON, FRESNO, SALT LAKE CITY, DENVER, COLORADO SPRING, BOULDER, GRAND RAPIDS, LANSING, DETROIT, MILWAUKEE, CHICAGO, ST. LOUIS, KANSAS CITY, INDIANAPOLIS, CINCINNATI, CLEVELAND, COLUMBUS, DAYTON, PITTSBURGH, PHILADELPHIA, BALTIMORE, WASHINGTON, RICHMOND, NORFOLK, NEW YORK, BOSTON, PHOENIX, PORTLAND, SEASIDE, SAN FRANCISCO, LOS ANGELES, SAN DIEGO, SAN JOSE, OAKLAND, SACRAMENTO, STOCKTON, FRESNO, SALT LAKE CITY, DENVER, COLORADO SPRING, BOULDER, GRAND RAPIDS, LANSING, DETROIT, MILWAUKEE, CHICAGO, ST. LOUIS, KANSAS CITY, INDIANAPOLIS, CINCINNATI, CLEVELAND, COLUMBUS, DAYTON, PITTSBURGH, PHILADELPHIA, BALTIMORE, WASHINGTON, RICHMOND, NORFOLK, NEW YORK, BOSTON, PHOENIX, PORTLAND, SEASIDE, SAN FRANCISCO, LOS ANGELES, SAN DIEGO, SAN JOSE, OAKLAND, SACRAMENTO, STOCKTON, FRESNO, SALT LAKE CITY, DENVER, COLORADO SPRING, BOULDER, GRAND RAPIDS, LANSING, DETROIT, MILWAUKEE, CHICAGO, ST. LOUIS